

The Hood River Glacier.

VOL. XXVIII

HOOD RIVER, OREGON, THURSDAY, OCTOBER 19, 1916

No. 21

Fresh Candies and Chocolates

Johnston's from Milwaukee

Treasurer Box.....	\$1.50	Brazil Nuts, No. 1.....	\$1.00
Triads No. 1.....	1.00	Chocolate Nuts, assorted No. 1.....	1.00
Triads No. 0.....	50c	Quintette.....	1.25
Extraordinary No. 1.....	1.00	That Package.....	1.25
Extraordinary No. 0.....	50c	Innovation No. 1.....	85c
Blue Ribbon No. 1.....	75c	Innovation No. 0.....	45c
Parrot Stick Candies.....	10c and 25c	Fenway Wafers, assorted flavors.....	5c Roll
Crystallized Ginger.....			30c and 50c

KRESSE DRUG CO., Rexall Store

EASTMAN KODAKS AND SUPPLIES, VICTOR VICTROLAS AND RECORDS

Come In and Hear the New October Records

Pay twenty-five dollars for your next suit of clothes.

Pay that much to insure better, longer wearing fabrics; a touch of style that stands out from the crowd; tailoring that has taken a little more time to finish off the fine points; and pay twenty-five to find out how fine a fit is possible in ready-to-wear clothes

KUPPENHEIMER CLOTHES at \$25

offer a man real true, through and through satisfaction. We like to sell them at this price.

J. G. VOGT



The Fashion Stables Cars

To and from Parkdale are running on changed schedule. Automobile now leaves Hood River daily at four o'clock instead of four-thirty. Cars leave Parkdale daily at seven-thirty a. m. except on Sunday. Parkdale-Hood River trips are made every Saturday night, machine leaving at six-thirty. Travel right, when seeing the Mid-Columbia district and tell your visiting friends about the excellent service of

The Fashion Stables
Telephone 1201 Hood River, Ore.

NEW ARRIVALS OF

"Good Things to Eat"

Bonner's Seedless Raisins, 2 packages.....25c
White Figs in bulk, 12c lb. Candied Citron 30c lb.
English Walnuts 25c lb. Dill Pickles 20c doz.
Fancy English Cookies 30c lb. Cranberries 15c lb.

Star Grocery Perigo & Son
"GOOD THINGS TO EAT"

WE FURNISH Fishing and Hunting Licenses

We are showing a full line of the famous hand made Shakespeare Fishing Goods. Don't cost you any more than the other kind. A large assortment of new and second hand rifles offered at wholesale cost.

Sporting Goods
Lawn Tennis, Baseball, Croquet, Golf—the proper goods for any game. Tennis and Baseball Shoes. Wading Boots.

Our Furniture Department was never so full of bargains 5% allowed for cash on lowest market prices.

Stewart Hardware & Furniture Co.

DO IT NOW

Now is the time to buy that Fall suit while our stock is complete. Absolutely the largest stock of fine wools to select a suit of all wool cloth. Over fifteen hundred samples to select from. Also bear in mind we make these suits in Hood River, tailored in the latest fashions. Pinchbacks as well as English, and the ever popular Boxbacks, made for you and to fit you.

Dale & Meyer
108 Third Street
Tailors to Men Tailors to Women

Chapter 10 of the Interesting Serial Story "How Hood River Came Back"

Being a record of the deposits of the Butler Banking Company for the first ten months of this year as compared with last year.

DEPOSITS 1915	DEPOSITS 1916	INCREASE
Jan. 1, \$393,635.99	Jan. 1, \$404,927.36	\$11,291.37
Feb. 1, 375,760.74	Feb. 1, 385,213.81	9,453.17
Mar. 1, 375,000.25	Mar. 1, 415,367.29	40,367.04
Apr. 1, 388,597.50	Apr. 1, 456,454.95	67,857.45
May 1, 366,693.30	May 1, 411,855.46	45,162.16
June 1, 406,021.99	June 1, 459,869.43	53,847.44
July 1, 439,782.81	July 1, 445,329.68	5,547.87
Aug. 1, 410,503.88	Aug. 1, 449,841.83	48,337.95
Sept. 1, 394,283.80	Sept. 1, 433,923.71	38,639.91
Oct. 1, 398,882.01	Oct. 1, 456,320.93	57,438.92

RECORD AUTO TRIP IS MADE

CLOUD CAP REACHED BY BREAKFAST

Ralph Caldwell Drives Dodge Over Steep Road Through Diversity of Mountain Scenery

A time record for the 56 mile round trip from Hood River to Cloud Cap Inn was made recently by Ralph Caldwell, rancher of the Odell district, accompanied by Harry T. DeWitt, of the Columbia Auto & Machine Co., J. B. Canfield and the writer. In the last light of a full moon just settling down in the Columbia gorge, all except Mr. Caldwell left Hood River, where at the O. W. R. & N. station the elevation is 101 feet, at 5.50 o'clock. The journey out to the ranch was made in a brand new Dodge. Mr. Caldwell, however, was ready with his machine, a Dodge purchased this summer and driven, when the Cloud Cap Inn trip was begun, a total distance of 3,644 miles.

At 8.30 o'clock to the minute the party had arrived at Cloud Cap Inn, making the best time that has ever been reported for the long steep drive. The machine had traveled 28 miles horizontally and had reached an elevation of approximately 6,000 feet, a climb of more than a mile in the 28 miles. The total climb for the last five miles was 3,500 feet, and more than 2,000 feet of this in the last three miles. Except for their grades, however, the roads are good. Mark Weyandt, guide at Cloud Cap Inn, says that during his 14 years service in the position he has never seen the toll road, connecting the hostelry with the Hood River Valley highways at the edge of the National Forest, better than at the present time. Rains fell at the high altitude almost weekly throughout the summer months, and now, the surface of the road, well packed and free from dust, is even and free from chuckholes. Patches of autumn moisture may be seen dotting the way, and the only objection that a motorist can advance is the excessive grade.

Yet the long pulls with their frequent sharp curves did not trouble Mr. Caldwell and his Dodge in the least. Mr. Caldwell says he was a Kansas cornrower before he came here to turn his attention to apple culture. One watching him make his automobile perform, may easily imagine that he would have made a successful driver of race horses, that is, if he would follow as much of the road as the rest of his automobile. Mr. Caldwell loves his machine.

"I like to hear the engine respond and talk to me on the steep grades," he said, "it seems that it knows just what I want it to do. I care for my own machine, and I think there would be fewer accidents if every motorist cared for his own car, and knew its fine points and its weaknesses. I go over my machine before and after every trip, and know at every point and every nut is in just the right place."

And it is true that his Dodge and he seemed to have a perfect understanding. But three stops between the ranch place and Cloud Cap Inn were made, and these not because of trouble but for the purpose of securing pictures and that Mr. Caldwell might show how he could make his machine perform on the 25 per cent grades. The driver shifted the gears on steep points apparently without losing the least momentum. He came to a dead stop on the steepest point and started again without the least lurching and as easily as though the weight were dragged on forward by some unseen force. When the car reached the level to the south of Cloud Cap Inn the radiator cap was removed to show that not over a pint of water had been consumed. The water had not got sufficiently hot to bubble from the overflow pipe, and the radiator was so cool that one could rest his hand on it. In fact the morning was clear and crisp. Heavy frost appeared on fallen logs and roadside vegetation. Giant firs were seen on the slopes, and the flames of irrigation systems, and the passengers wished that the radiator had been a little warmer and more comfortable to their shivering bodies.

After an hour spent at the Inn, inspecting the new home of the Cloud Cap Snowshoe club and making photographs of the mountain landscapes, the return journey was begun. A stop of 30 minutes was made at Mount Hood lodge, and a five minute delay took place at Parkdale, where the party secured a supply of chocolate to alleviate the pangs of appetites sharpened by the keen mountain air. The early start had caused all to forego the usual hearty breakfast. The starting point in Hood River was reached at 12:10 p. m.

A morning journey such as that taken by the party accompanying Mr. Caldwell forms one of the red letter events of a man's life. And the thing that keeps bobbing up in the mind of the fortunate man who has been privileged to see the mountains and ranges in their autumnal splendor is the wonder why resort keepers do not make more of the asset that Nature has so prodigally provided. The views from mountain heights of the Cascades are never more beautiful or appealing than during the season of Indian Summer. Of course the ever suspended threat of rains and bad weather prevails after September has begun. Yet on most seasons a majority of the days of autumn are inviting in the Mid-Columbia. The air seems cleared and one's vision becomes broader after the frost has fallen. Overnight the great gorge sides, lying in landscape view of 50 mile lengths, magnitudes almost beyond comprehension unless you have seen them from such points as that at the foot of Cooper's spur, take on a riot of color. The dogwood trees turn scarlet in places and at other points seem almost a royal purple. The acre patches of vine maple form so much space of highly colored flame, as the early morning sun strikes them. The brown mossy growths on lava beds, where lichens find root in the disintegrating masses intermingling with gray and somber crags and predominant in the deep green and blue stillness of the many square miles of forests.

At an elevation a mile above sea level one rises above the smoke that blurs the landscape down at city level. From the foot of Cooper's Spur, the great peaks of Adams, Ranier and St. Helens seem chiseled in the blue of the sky. A small triangular mirror off to

LARGE CROMD HEARS FULTON

EX-U. S. SENATOR ARRAIGNS WILSON

Broken Party Pledges Pointed Out—Adamson Bill Called Campaign Movement

"I was told today by a man who had been doing some figuring," said ex-Senator Chas. W. Fulton, who addressed one of the largest political gatherings of the year at Helixbroomer hall here Saturday night, "that if the Adamson Eight Hour Law goes into effect, the increase in freight rates will cost you 10 cents more per box to transport your apples to eastern markets."

Ex-Senator Fulton, who was introduced by Roy D. Smith, State Central Republican Committeeman from Hood River county, spent more than an hour and a half arraiging the present administration and pointing out the fallacies of the policies of President Wilson. Prefacing his address by a congratulatory to the women of Oregon on having received the privilege of the ballot, which he declared would lead to a betterment of political conditions, he plunged immediately into the dominant issues of the campaign now confronting the voters of the United States.

Senator Fulton declares that the three gravest charges he had to make against the administration were: first, the evident utter incapacity of the Democrats to conduct the finances and business of the government along sound lines, which he declared was in a large measure responsible for the ever increasing high cost of living; secondly, that the present administration had been absolutely false to platform and campaign promises, a statement substantiated by the records of the administration themselves; and thirdly, that the administration had proven utterly incompetent to direct the foreign affairs and relations.

Senator Fulton declared the protective tariff a necessary cornerstone for the business interests and welfare of the nation. He attacked the Underwood, so called Free Trade tariff bill with telling statements. Comparing the 10 months under Republican tariff just previous to the passage of the Underwood bill with the 10 months period following the passage of the act, he pointed out that imports had fallen off to such an extent that the balance of trade against this nation reached the gigantic figure of more than \$202,000,000.

As a result of the tariff," declared Senator Fulton, "we saw a condition that allowed 350,000 freight cars go into sheds in idleness and to rust, and the bank clearings of America dropped \$20,000,000,000 during the 10 months. Woolen goods imports from England increased over 400 per cent. Boots and shoe imports doubled and cotton goods, imported, increased 80 per cent. The great European war prevented a stupendous panic, and yet it took at this great war and the withdrawal of 20,000,000 men from the industries of European countries over a year to stay the depression that was reaching out its hand and enveloping this country. Champ Clark, a few weeks ago, in a campaign speech in Maine, declared that as a result of the Democratic administration's policies, this country, not since it was discovered by Columbus, had ever seen such a widespread prosperity. Let us trust in God that it will never see such a prosperity again. Republican prosperity is not accomplished because of widow's tears, nor has it ever been accompanied by a dirge.

"What will we do when the war is over. It is not going to last forever, thank God. The people of Europe have been schooled in the severest economy ever thrust on any peoples in any ages, and with the return of the warring masses to seek their abandoned trade and to take up their industries, we will see the depression under the Democratic policies doubled."

Senator Fulton then turned his attention to broken party pledges and forgotten platform promises. He cited the recommendation of the single term for the presidency, as adopted at the Baltimore convention.

"In less than a month," declared the speaker, "Woodrow Wilson was using every means of his high office to secure the renomination. Only a few weeks ago he was confronted by the threatened railroad strike, and he surrendered the whole power of the government rather than take the chance of losing votes. I do not believe that President Wilson ever really thought that a strike would take place. He didn't believe that such a law could ever be put into effect, and the purposes of the law were postponed until January 1, 1917, until after the election. Suppose such a law could be put into effect. If such a law as the Adamson Eight Hour Law can be imposed on the American people, then legislators may also pass a law that will regulate the amount that laborers are to receive. When such a condition prevails the American workman is in truth a slave."

Amid cheers, Senator Fulton compared Charles Evans Hughes with President Wilson. He cited his refusal to accept the nomination until the demand for him became widespread. "The masses of the people found in him a man whose heart was beating in accord with the great inspirations and purposes of the American people," declared Senator Fulton, "and his nomination was unanimous, and then what do we see. Does Charles Evans Hughes make any effort to use that great office of his to further his political fortunes? No. He tenders his resignation. He steps down and is on a plane with any common citizen."

Senator Fulton cited as another broken pledge of Democracy, the repeal of an ill permitting coastwise vessels to use the Panama canal free of toll.

"President Wilson and his closest supporters have never been able to explain this move," he declared. They talk about a treaty with England. I do not know that Wilson and his party hoped to benefit the great transcontinental railway systems, when the law was repealed. I will leave that for voters to judge. I do know, and you can see that this class and this interest alone was benefitted by the repeal of the bill."

Senator Fulton pointed out the pledge of the Democratic platform of 1912 to return to an economy befitting

the nation, and then he cited out the expenditures that had been made. Officeholders have been increased, he declared, to the number of 30,000, and salaries have increased \$40,000,000. "Leaving aside the expenditures for preparedness, which every one will admit is proper," said Senator Fulton, "the appropriations of the Democratic administration have exceeded by \$138,000,000 those of any past administration."

Senator Fulton closed his address with a telling criticism of the administration in its handling of the relations with Mexico.